

AIRCRAFT DISPATCHER

UNIT 2 – ADMINISTRATION

STUDENT GUIDE

UNIT OBJECTIVES

1. Identify aircraft using the appropriate tactical call signs.
2. Briefly describe the interagency interim flight and duty limitations.
3. Demonstrate the procedures for dispatching a single airtanker or multiple airtankers.
4. Provide briefings for air resources.

I. TERMINOLOGY

A. Knots (kts)

- Standard term used for reference to airspeed

B. VORs

- Direction-magnetic headings
- Used along with latitudes and longitudes

II. TACTICAL AIRCRAFT CALL SIGNS

A. Airtankers

- Nationally-assigned tanker number
- Example: _____

B. Lead Planes

- Nationally-assigned pilot's lead number
- Example: _____

C. Air Attack

- FAA Registration Number
- Abbreviation to the last 2-3 digits is permitted
- Example: _____

D. Reconnaissance

- FAA Registration Number
- Abbreviation to the last 2-3 digits is permitted
- Example: _____

E. Helicopter

- FAA Registration Number
- Abbreviation to the last 2-3 digits is permitted
- Example: _____

F. Smokejumper

- FAA Registration Number
- Abbreviation to the last 2-3 digits is permitted
- Example: _____

III. NATIONAL RESOURCES

A. Airtankers

B. Infrared aircraft

C. Large transport aircraft

D. Lead planes

E. MAFFS

F. Smokejumper aircraft

G. Type 1 and 2 helicopters

IV. INTERAGENCY INTERIM FLIGHT & DUTY LIMITATIONS

- A. 14-hour maximum duty day
- B. 8 hours maximum daily flight time
- C. 10 hours for point-to-point with two pilots
- D. Maximum cumulative flight hours of 36 hours in six days
- E. Minimum of 10 hours uninterrupted time off (rest) between duty periods
- F. Days Off
 - One day after six days or two days off within twelve days
 - Airtankers and lead planes have scheduled days off
 - In some cases, relief crews may be assigned to an aircraft whose pilot is scheduled for a day off.

V. SINGLE ENGINE AIRCRAFT

- A. Single engine aircraft (including helicopters) are not to be subjected to IFR conditions.
- B. IFR conditions are generally associated with weather and night flight.
- C. Start-up and cut off times
- D. Missions must be accomplished 30 minutes after sunrise until 30 minutes prior to sunset
- E. Airtanker bases and dispatch centers shall have sunrise/sunset tables for their locations
- F. Sunrise/sunset tables are published using Standard Time

VI. AIRTANKERS

- A. Dispatchers should obtain as much information as possible (structure threats, firefighter safety, etc.) when receiving airtanker orders.
- B. This information is used to set priorities and possibly to divert airtankers.

- Airtanker Diversion

The priorities of airtanker and lead plane use are

- Human life and property & resource values
- New starts
- Other priorities established by management

- C. Airtanker Dispatch Limitations

- 1. To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers may drop on fires.

2. Start-Up/Cut-Off Times

- Airtankers may drop retardant unsupervised 30 minutes after sunrise and 30 minutes prior to sunset
- With supervision, they may drop 30 minutes prior to sunrise and 30 minutes after sunset.

3. These limitations apply to the time the aircraft completes its dropping activity, not the time the aircraft is dispatched from its base.

VII. AIRCRAFT MAINTENANCE

A. Aircraft maintenance may be scheduled or unexpected.

B. Aircraft contracts and FAA regulations require specific maintenance checks based on number of hours flown.

- For example: _____

VIII. BRIEFINGS

A. Agencies are responsible for providing briefings for air resources

B. Items to include in a briefing:

- Local administrative procedures
- Weather
- Aerial hazards (MTRs, etc.)
- Flight following procedures
- Radio frequencies, maps, etc.
- Fueling, water sources, local information

NOTES